



## TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, March 4, 2009 - 7:00 pm

San Bruno City Hall  
567 El Camino Real  
San Bruno, CA 94066

## MINUTES

### 1. ADMINISTRATIVE ACTIONS -

#### A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) Mark Howard	X	
Eric Wood (Vice-Chair)	X	
Tom Hamilton	X	
Doris Maez	X	
Sol Weiner	X	

#### Staff in Attendance:

Klara Fabry, Public Services Director  
Steve Davis, Public Works Department  
Frans Lind, Public Works Department  
Matt Campi, Police Department  
Rico Medina, City Council Liaison

Public in Attendance Total: 2

### 2. REVIEW OF AGENDA

Mark Howard recommended moving Item 5B to the beginning of the agenda for the benefit of members of the public. (M/Howard, S/Wood: 5-0-0) Approved.

### 3. APPROVAL OF MINUTES

Approval of the minutes for the February 4, 2009 meeting made by Mark Howard, second by Tom Hamilton (M/Howard, S/Hamilton: 5-0-0) Approved.

### 4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

### 5. REGULAR BUSINESS

A. Election of new TSPC Chair and Vice-Chair for 2009

Eric Wood re-nominated Mark Howard as Chair, second by Doris Maez. Eric Wood to remain Vice-Chair. Appointments are in effect until January 2010. Motion to approve was made by Sol Weiner, second by Doris Maez (M/Weiner, S/Maez: 5-0-0) Approved.

**B. Consideration of Options to Mitigate Substandard Clear Sight Distance at Intersections on San Antonio Avenue from San Felipe to Santa Helena**

Frans Lind stated San Antonio's present speed limit is 30 mph and the adjacent side streets are 25 mph. San Antonio is 30 feet wide and there is parking on the west side only. During the 2006 Speed Study, San Antonio's critical speed study was 33 mph with a count of 1,700 vehicles per day. A more recent speed study showed a critical speed of 29 mph with 1,330 vehicles per day at the intersection of San Antonio at Santa Dominga. At the San Antonio/Santa Inez intersection, the critical speed was 28 mph and the total vehicle volume was 2,085. At the Santa Helena/San Antonio intersection, the critical speed was 25 mph and the volume was 807. There is an existing two-way stop at the school intersection. There are two locations being considered for traffic circles: Santa Inez and Santa Dominga. Lowering the speed limit on San Antonio to 25 mph could also be considered. There is also the consideration of moving the parking from the west side only to the east side, which would create 104 parking spaces, but would also require a four-foot pedestrian walkway, which would cost about \$100,000. This would also require the installation of crosswalks at all intersections. In the past, staff has considered installing stop signs at the intersections of Santa Inez and San Benito. Another consideration could be painting the curb returns red at each intersection, which would cause the loss of a parking space on each side at the painted return. Another traffic calming option would be to paint edge stripes along both sides of the street on San Antonio to encourage motorists to slow down, as well as painting the speed limit on the street. Radar feedback signs could also be installed along San Antonio, but these cost about \$20,000 each.

If the 30 mph speed limit is retained, then two stop signs could be installed on San Antonio at Santa Dominga and at Santa Inez to create three-way stops at these two intersections. Traffic circles are not recommended for any 30 mph speed limit street. Traffic circles could also cost up to \$110,000, due to the street widening required. There have been five reported accidents in the area.

Mark Howard asked where the accidents occurred. Frans responded there was one accident each at four of the intersections along San Antonio and one mid-block. Mark Howard responded that knowing which intersections were involved could help determine what type of clear sight mitigation is needed most. Frans responded that he would gather that information.

**PUBLIC COMMENT PERIOD OPENED**

Joe Sammut, 1020 San Antonio Avenue, stated he has lived at his residence 28 years and thinks the 30 mph speed limit on San Antonio is acceptable. San Antonio is one of the worst paved streets in San Bruno. He is against red curbing for sight distancing. The accidents stated sound like they did not involve sight distance problems. Stop signs are OK, but taking away parking places will impact the neighborhood. Putting parking on the opposite side of the street is a ridiculous option and creates more of a liability for pedestrians crossing from their cars. Dropping the speed limit to 25 mph will not stop drivers from going 30 mph. He recommended more police enforcement with a radar gun. He has never had any problems getting in and out of his driveway.

Mark Howard responded that this issue came to the TSPC one year ago because of resident complaints that they could not safely travel from the side streets on to San Antonio due to poor visibility.

**PUBLIC COMMENT PERIOD CLOSED**

Doris Maez asked for clarification on the time of day and specific dates the noted traffic counts were taken to justify the total vehicle volume difference between the various portions of San Antonio. Mark Howard concurred that some the counts are almost double on certain sections. Frans responded that the larger counts correspond to intersections with signals adjacent to El Camino Real, which would cause more vehicles to utilize those streets.

Doris Maez stated that San Antonio is a designated bike route for commuters, so lowering the speed limit to 25 mph could be beneficial. Doris also commented that the pavement on San Antonio is in very poor condition.

Mark Howard commented that the speed limit would have to be lowered to 25 mph if any of the commuters want to utilize motorized scooters on San Antonio, which is the law in San Bruno.

Tom Hamilton commented that lowering the speed limit to make it legal for motorized scooters and make it safer for pedestrians is fine, but it won't change driving behavior if the 85% speed limit is 28 mph. Parking is at a premium in this neighborhood, so removing parking spaces for clear sight distance is a challenging decision.

Eric Wood stated installing stop signs at Santa Inez and Santa Lucia would be beneficial, but to change the speed limit is not as relevant and the money could be better spent. The street really needs paving.

Sol Weiner stated he saw a lot of parking spaces available and no traffic along San Antonio when he drove the neighborhood in the early afternoon.

Mark Howard stated the original request for clear sight improvement needs to be addressed and reducing the speed to 25 mph would help save parking spaces. Adding two stop signs on San Antonio where they are needed most would save parking spaces as well. Staff could decide where the stop signs are most warranted.

Steve Davis commented that the Committee might want to try adding the stop signs first and see if that helps the situation before changing the speed limit. Staff could perform follow up studies to see how it impacts the speed issue. Mark Howard recommended staff locate the two most difficult intersections for placement of the stop signs.

Steve Davis stated San Marco has a dip and a valley gutter, which creates a natural speed reducer. Santa Lucia would be an appropriate candidate street for the three way stop.

Eric Wood stated if San Marco has a valley gutter, which slows drivers down already, a stop sign isn't necessary at that location. That leaves San Benito and Santa Inez as the worst intersections.

Mark Howard stated the speeds seem to be peaking at Santa Dominga. The Committee also needs to consider the fiscal impact of the work being recommended.

Steve Davis also commented that San Antonio was recently designated as a bike route street, so for engineering purposes, the City may be lowering the speed limit anyway.

Sol Weiner stated there is very poor sight distance on Santa Lucia.

Mark Howard made a motion to have staff evaluate the single best intersection along San Antonio for installation of a stop sign to create a three-way stop where it would be most warranted based on terrain and accident history on San Antonio. Second by Doris Maez. (M/ Howard, S/Maez: 5-0-0) Approved.

C. Consideration of New Green Curb Zone at 1197 San Mateo Avenue

Steve Davis stated this item was a specific request by a business owner for green curbing in front of his business; this raises the issue of a future policy regarding such requests in San Bruno. The Committee needs to consider the impact of these requests before these items are presented to the City Council as well as the option of business owners in San Bruno being responsible for supplying their own parking at their business location.

Mark Howard responded that businesses that request specific signage or curbing should pay for them.

Sol Weiner stated police would have a hard time enforcing a green zone at the requested location because of the congestion. If the City starts installing green zones for every business that asks, the City will be in trouble.

Commander Campi stated the Police Department does not have the area in question, 1197 San Mateo Avenue, on a specific parking enforcement route, thus it would have an impact on the Police Department. However, the Police Department would make every effort to enforce it.

Doris Maez felt this area could benefit from having one or two green zones to help with turnover. There may be violations of the time zone and vehicles may not get ticketed, but the business owners in the City are vital for City sales tax and they need our support. It does not need to be up and down the street, but one or two would help. There are not sound provisions for off street parking in the area.

Sol Weiner stated there is no point in installing the green curb if there is no manpower for enforcement available.

Mark Howard stated the attached photo shows there are two double-parked vehicles in one section and lots of parking available 50 feet away. People just do not want to walk that far.

Eric Wood stated the goal of the City is to keep businesses here, so there is a strong argument in favor of this. A green zone would not hurt parking in the area.

Frans Lind stated there is a correction on the submitted aerial: the green stripe shown represents two parking spaces. The applicant that requested the green curbing owns a Camaro specialty parts store. He actually requested two green curbs. He stated his business has been in this location for 14 years and the green zones would really help his business. City staff performed a survey, once in the morning and once in the afternoon, along San Mateo Avenue from Scott Street to Tanforan and came down Montgomery. Staff noted all parking was taken on both surveys. The auto parts owner stated the local auto body shops frequently park their vehicles in front of his business and can stay there for days. City staff went door to door to survey local business owners and five were in favor of one green space, two were in favor of two spaces, and three owners were opposed to any green curb. The owner understands that the green curb is not for his exclusive use. If the space is approved, it should be located immediately south of the corner at the alley of Atlantic Avenue.

Staff recommendation is for the installation of two green curb parking zones and appropriate signage.

Doris Maez recommended installation of one green zone parking space.

Sol Weiner did not recommend installation of any green curb.

Eric Wood recommended the installation of one green zone parking space.

Tom Hamilton recommended the installation of one green zone parking space. He asked if the owner of the business had been notified of meeting. He noted there has been precedent in San Bruno where other business owners have paid for the curbing in front of their businesses.

Eric Wood felt having the business owner pay for the work would be a poor idea, as it would give the feeling of ownership of the parking space.

Mark Howard asked what the cost estimate would be for the curbing and sign installation. Frans responded it would be about \$500.

Commander Campi restated the fact that the Police Department will not have the resources to enforce the green zone if installed. The Police Department has concerns about setting a precedent where a green zone is installed with the knowledge that it will not be enforced unless a call comes from a resident.

Mark Howard asked about converting all of San Mateo Avenue to 2 hour parking. Commander Campi stated at one point there was time limited parking and it was removed, probably due to business owner complaints.

Doris Maez made a motion to install one green curb zone at 1197 San Mateo Avenue. No second. Motion denied (M/Maez: 1-4-0) Denied.

#### **D. 2009 TSPC Meeting Schedule**

Mark Howard confirmed with the Committee members the desire to maintain the monthly meeting schedule for 2009 without a sabbatical month. All agreed.

### **6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES**

Doris Maez, Bicycle and Pedestrian Committee representative, stated she did not attend the last month's meeting, so there is nothing to report.

### **7. COMMENTS FROM COMMITTEE MEMBERS**

Sol Weiner proposed televising the TSPC meetings at least twice per year on San Bruno Cable.

Councilmember Rico Medina stated the Planning Commission and City Council meetings have always been televised. When there was a City Council chamber located at City Hall, everything was televised. The majority of the Commissions would like to do this, but staff resources would require setting up, taking down, and monitoring during the meeting. The Park and Recreation Commission does try to tape their meetings twice per year to highlight some of their important activities. Twice per year would not be a major drain of resources. The Committee should determine a time and which agenda would have the most importance to the public, and then he will arrange to have it recorded at the Senior Center.

Doris Maez stated the MTC has been giving workshops regarding their 20-35 Plan, of which the big issue is their plan to take the car pool lanes (HOV lanes) and make them combined HOT/HOV tow lanes. The goal would be to collect revenue, but here in San Mateo County it would be a problem, as we don't have car pool lanes. The alternative for 101 would be to take one of the lanes and turn it into a HOV/HOT lane. We need to keep track of what is going on. High-speed rail has been having some scoping meetings and there will be a stop included along the Peninsula. Also, C/CAG will be offering a grant to study how to deal with getting traffic off the freeway when there is an accident and how this affects local streets.

### **8. COMMENTS FROM STAFF –**

Steve Davis stated the City Council approved the recommendation of installation of stop signs and crosswalks at Oak and Niles Avenue with time limited parking restriction adjacent to St. Robert's school.

Klara Fabry stated Engineering is currently selecting a traffic consultant to assist City staff with completion of some of the outstanding traffic items.

Frans Lind stated staff is currently working with SamTrans representatives to reverse the direction of the bus stop opposite of Shelter Creek Condominiums to the same side of the street. City staff is working on a new bus route for this purpose.

**9. ADJOURNMENT –**

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on April 1, 2009 at 7 p.m.

(M/Howard, S/Maez): 5-0-0 - Approved. Meeting Adjourned, 8:30 pm.